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# ANNUAL REPORT

OF THE

## DEPARTMENT OF RAILWAYS AND TELEPHONES

OF THE

PROVINCE of ALBERTA

1915

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY



EDMONTON :

PRINTED BY J. W. JEFFERY, KING'S PRINTER

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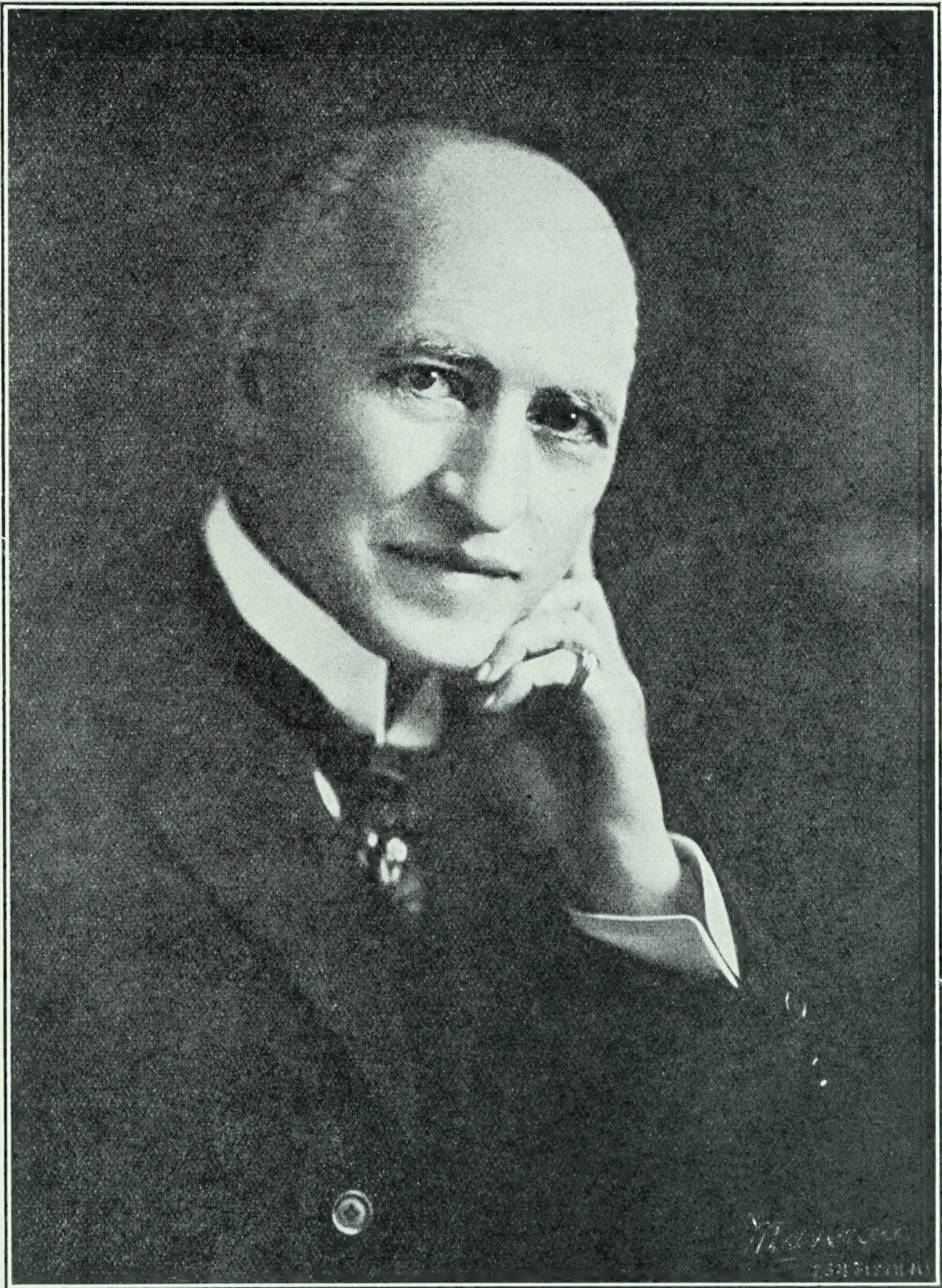
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1916







HON. ARTHUR L. SIFTON, PREMIER





EDMONTON, January 1st, 1916.

*To His Honour,*

ROBERT GEORGE BRETT,

*Lieutenant Governor of the Province of Alberta,*

Edmonton, Alta.

SIR,—I have the honour to transmit the Fourth Annual Report of the Department of Railways and Telephones from 1st January to 31st December, 1915.

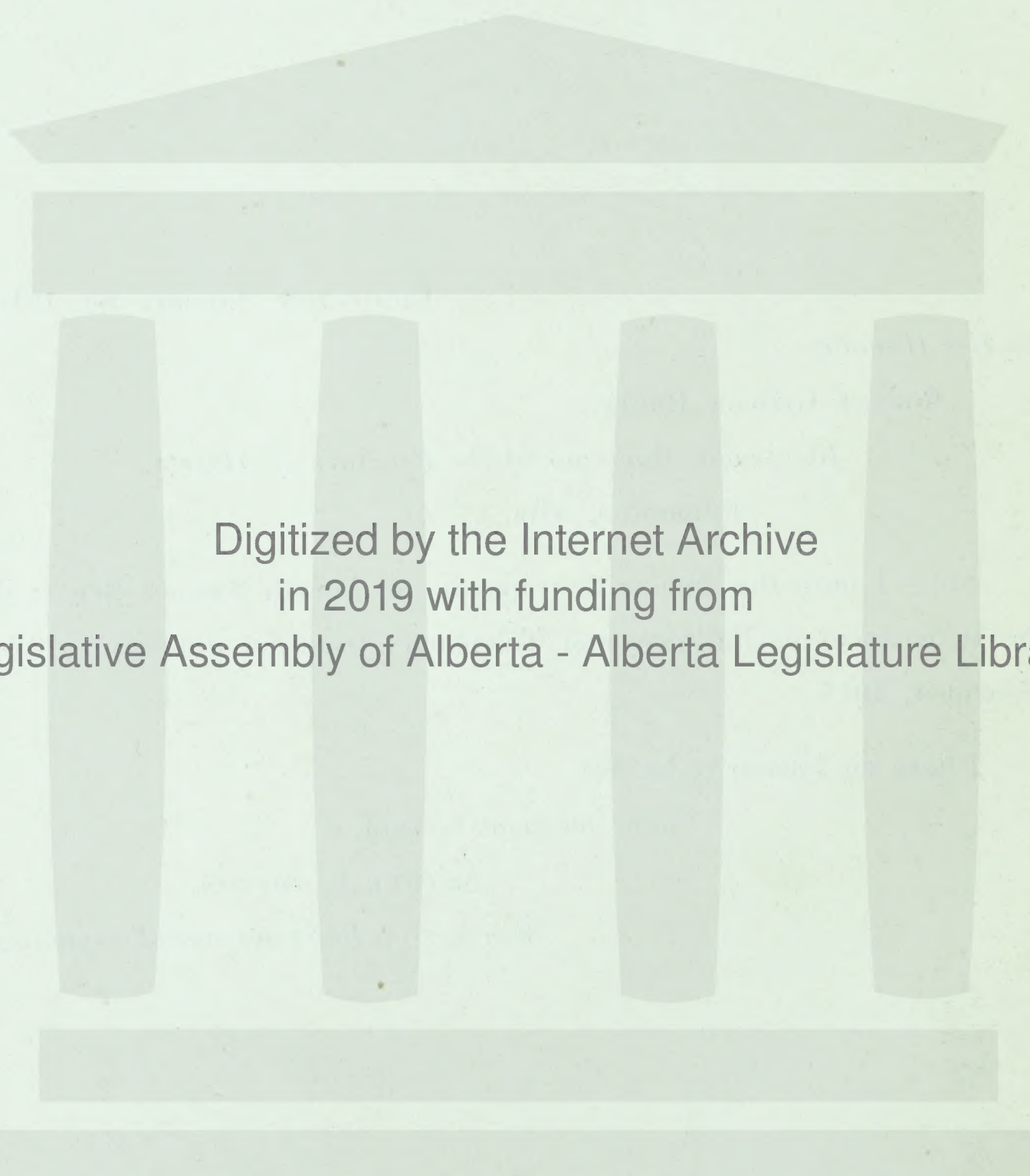
I have the honour to be, Sir,

Your obedient servant,

ARTHUR L. SIFTON,

*Minister of Railways and Telephones.*





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**REPORT**  
OF THE  
**DEPUTY MINISTER**  
**DEPARTMENT OF RAILWAYS & TELEPHONES**

EDMONTON, January 1st, 1916.

THE HONOURABLE ARTHUR L. SIFTON,  
*Minister of Railways and Telephones,*  
Edmonton, Alberta.

SIR,—I have the honour to submit the Annual Report of the Department of Railways and Telephones for the year ending December 31, 1915.

Having experienced a year of unprecedented conditions, due largely to the war, a year in which all organized industries as well as individuals felt it incumbent to economize and retrench in every possible way, a public service utility such as the "telephone," which is not as yet considered an absolute necessity in the conduct of many lines of business and is looked upon as a luxury in a great many homes, reflects such conditions probably more quickly than any other industrial organization and I trust will respond as readily when conditions again become normal.

LONG DISTANCE.

Our long distance business held about normal with the previous year, due, to a large extent, to the generous use of our toll lines, as a result of the bountiful harvest. Our long distance service is undoubtedly appreciated and recognized as generally "sufficient" and "efficient" and is used extensively by the business public when desirous of accurate and satisfactory intercommunication. Our motto is "Service First," every subscriber's set being a "Long Distance" station.

The long distance lines now comprise 16,780 wire miles and 4,095 pole miles, with 331 toll offices. There are now 592 towns, villages and communities in the province served by the government system of toll and rural lines. Inter-provincial service now extends to 53 points in Saskatchewan and 35 in British Columbia.

TOLL-CENTRE CHECKING.

The toll-centre checking system was recently inaugurated wherever our existing toll lines or the rearrangement of circuits would permit, and will undoubtedly be beneficial to both the patron and the department by giving the patron a much more efficient and expedited service by reason of centralizing recording and control of lines resulting in uniform, systematic and impartial handling of traffic.



## EXCHANGES.

For the first time in the history of this utility there has been a marked falling off in the number of local exchange subscribers, due to existing conditions. The result is that we have temporarily an abnormal amount of idle or non-productive plant, particularly in the larger exchanges. This situation is rather peculiar to this system as until quite recently we were unable to do more than keep abreast of the current demands for service, for which seemingly "hand to mouth" policy we were rather severely criticized by over optimistic, temporary bodies and individuals and it is a matter for congratulation that we have as little idle plant to carry as now exists. In order to convert as much of this as possible into revenue producing property, a thorough canvas will be made of the non-subscribers living along the routes of our leads where we have available or ready-to-serve lines, in an effort to increase our revenue with the least possible additional expenditure. I feel confident that the results will be satisfactory when it is known that service can be obtained by paying only for each month's service in advance without any extra deposit, especially when our rates are lower than any other system in Western Canada or the Western States for service of the same class and efficiency covering as large an exchange area.

There is a total of 35,046 subscribers' stations connected with the system—16,190 local—10,645 rural—7,903 other connecting stations—157 connecting farmer line stations and 151 toll pay stations. There being a net loss of 679 Alberta government telephone stations.

Our rural line system now consists of 32,322 wire miles and 9,593 pole miles, giving service to 10,645 subscribers. Extensions were made in seventy (70) districts, which required the erection of 1,248 miles of poles and 4,600 miles of wire. 2,144 rural stations were added and 821 discontinued service, making a net gain of 1,323 rural subscribers.

## MONTHLY PAYMENT OF RENTALS.

Beginning January, 1916, all subscribers' rental accounts will be rendered and payable monthly in advance. This innovation was decided upon after very careful consideration and I feel confident will be greatly appreciated by a large majority of our patrons. However, those who prefer to pay several months or a year in advance, as heretofore, may do so.

The primary and principal reason for introducing the system of monthly payments was to meet the apparent requirements of our patrons, especially at the present time, and, while it will no doubt, to some extent, increase our revenue accounting and collection expenses, I believe that this will be more than offset by the more prompt payments and consequently result in fewer and smaller uncollectible accounts.

## INVENTORY OF PHYSICAL PLANT.

An inventory of the physical plant has just been completed and when the vast amount of detailed data has been finally checked, classified, segregated, allocated and appropriated under the various proper plant accounts now being kept and which in general conform with the uniform system of telephone accounts as prescribed by the Interstate Commerce Commission, the essential records so necessary for the proper handling of this utility will be available and will be of incalculable value in the years to come, as the system continues to expand by the further exten-



sions of the various classes of service which will undoubtedly be required and made from time to time as warranted by development and existing conditions.

#### COMPARISONS—COSTS AND RATES.

While telephone statisticians use the subscribers' station as the best available unit or standard for general comparison of the growth or expansion of the telephone business from year to year, it is recognized and admitted by them that this unit is very unsatisfactory and objectionable, in fact absolutely valueless and useless for the purpose of making comparisons of costs of construction or production between one system and another, or even between one part of the country and another.

The initial cost of construction per unit of service fluctuates materially, depending entirely upon the class and amount of plant construction and equipment necessary to give that unit of service. The cost of material, the condition of the labor market, the amount and class of work to be done, the readjustment of existing plant, such as the transferring of circuits, additional pole line equipment, the nature of the soil, distance of work from distributing centre, average material haul and various other matters enter into the question.

The amount of construction necessary per unit of service depends to a large extent upon the compactness of the community, the density of population and percentage of telephone users in the community, and, while on this subject, a condition which is particularly peculiar to this part of the country might be noted, namely, the policy of extending the boundaries of cities and towns by annexing numerous but sparsely settled subdivisions with greater or lesser tracts of intervening non-productive territory necessitates an abnormal amount of construction per unit of service, which also increases maintenance and operation costs in like ratio. No doubt other public service utilities, such as water, gas, electric light, etc., have felt the effects of this policy, but not to the same extent as the telephone system, for the reason (as pointed out on other occasions) that every additional telephone subscriber necessitates an additional telephone circuit, which means additional capital expenditure from the subscriber's premises to the central office, and, in addition to this the cost of inside wiring, subscribers' station equipment and installation of same is borne by the telephone system; whereas, in the case of all other public service utilities, the total cost of labor, material and equipment beyond the private property line has to be borne by the patron.

Rate comparisons are also absolutely useless and misleading unless the class and extent of service, the area over which the initial rate applies, conditions and regulations under which service is extended are also compared, and in determining the value of service, its efficiency, sufficiency and universality must also be considered. The whole question is a technical one and requires the most careful thought and attention of those whose duties bring them in close touch with the various details and phases of this intricate and ever improving utility.

The fact must also be taken into consideration that this province is still in its development stage; the rural as well as the urban population are more or less transient, there being more trading, bartering and moving about than in the older settled provinces, where the "Old Homestead" has a significant meaning unknown in the newer western provinces. As a result we find that each year there are a number of subscribers lost to



the system which leaves us with an ever increasing portion of idle plant, upon which the fixed charges have to be met.

The following is a concrete illustration of the result obtained by using the subscriber's station as a unit for comparison. Last year we connected 2,144 rural stations at an average cost of \$166.84 per station, but we lost 821 rural stations, leaving a net gain of 1,323 rural stations, and makes the average cost per operating-unit-increase for the year \$270.37 instead of \$166.84, which would have been the average unit cost had there been no services discontinued.

The same applies to exchange stations for, while we were compelled to expend considerable capital in taking care of new business offering, we had considerably fewer operating exchange units on December 31st, 1915, than on January 1st, 1915, with the result that, while we had more tangible assets and increased facilities for giving more extended service, we had, owing to well known causes, an abnormal amount of idle plant, or ready-to-serve lines and equipment available for service, but on the unit of service basis it would show our exchange stations capitalization as \$235.33, whereas it was \$198.35 at the 31st December, 1914, thus the absolute unreasonableness of using this unit in making such comparisons is apparent.

The present telephonic area of the province of Alberta is approximately 80,000 square miles, being about 200 miles east and west and 400 north and south. Within this area there are at the present time 592 distinct communities and districts tributary thereto receiving telephone service, either by means of long distance or rural lines. There is no telephone system on the North American continent that is as generous in their regulations and conditions under which service is extended as the Alberta Government Telephone System. Likewise, there is no system operating today which can be compared with this system, either with respect to the generous extension of lines, the conditions under which such extensions are made and the rates charged for service, and, considering the area covered and consequently the amount of construction work necessary to extend this system throughout what might be properly termed a sparsely settled province, the geographical position of the province and the local conditions that must necessarily govern the carrying out of such work, the cost of same will compare favorably with that of any other system, providing the actual physical conditions are also compared.

As previously mentioned, our rental rates are lower than any other similar system for service of the same class and extent, as the following schedule will show:

UP TO 100 SUBSCRIBERS (*Magneto*)

Residence . . . . .	\$15.00	Business . . . . .	\$24.00	Rural . . . . .	\$15.00
Individual exchange lines.					
Exchange area 1 mile.					
Unlimited day service.					

UP TO 500 SUBSCRIBERS (*Magneto*)

Residence . . . . .	\$18.00	Business . . . . .	\$28.00	Rural . . . . .	\$18.00
Individual exchange lines.					
Exchange area 1½ miles.					
Unlimited continuous service.					



UP TO 1000 SUBSCRIBERS (*Central Energy*)

Residence . . . . .	\$21.00	Business . . . . .	\$36.00	Rural . . . . .	\$18.00
Individual exchange lines.					
Exchange area 2 miles.					
Unlimited continuous service.					

UP TO 5000 SUBSCRIBERS (*Automatic*)

Residence . . . . .	\$24.00	Business . . . . .	\$42.00	Rural . . . . .	\$20.00
Individual exchange lines.					
Exchange area 3 miles.					
Unlimited continuous service.					

OVER 5000 SUBSCRIBERS (*Automatic*)

Residence . . . . .	\$24.00	Business . . . . .	\$48.00	Rural . . . . .	\$20.00
Individual exchange lines.					
Exchange area 4 miles.					
Unlimited continuous service.					

NOTE.—The rural rate in each instance covers service within a distance of 15 miles from the exchange.

Our regulations under which rural lines are extended are more generous than those of any similar system operating today. The majority will only consider the extension of rural line service within a distance of five (5) miles from an established centre and even then require approximately two subscribers to each mile of line necessary. A few systems are endeavoring to give rural line service within a distance of ten miles from an established centre, but there is no system, outside of this, that attempts to give rural line service at the initial rate for a distance of fifteen (15) miles. Five (5) miles is considered by most systems as the extreme distance at which lines can be maintained within a reasonable percentage of the revenue derived therefrom, as the maintenance and operation costs increase materially when individual subscriber's station is at a greater distance; in other words, it costs considerably more to maintain stations between a distance of five and ten miles and still more to maintain subscribers' stations within a distance of ten to fifteen miles.

Our long distance line rates are lower than those of any similar system on the continent and from the telephone patron's point of view are recognized by traffic and rate engineers as being the most equitable, our rates being based on a direct air line mileage between stations irrespective of the routes that require to be followed in order to complete the connection. In addition to this it may be of interest to note that we are the only system in Western Canada giving a reduced night rate, which is approximately one-half of our regular day rate for service between the hours of 7 p.m. and 7 a.m.

Our rural line rates are lower and the area within which service is given at the initial rate greater than any similar system.

Our average rental earnings per station for the past year were: Exchange \$25.83, rural \$16.06, or a general average of rental earnings per station \$22.24.

Our average toll earnings per station was \$11.18.



It is indeed very gratifying to note that our operating expense is only 36.5 of our gross earnings and the maintenance expense 19.5 of the gross earnings; this, notwithstanding the fact that our plant covers such a vast area and the percentage of our gross earnings to operating plant was only 11.55, whereas the operating and maintenance cost of other systems is about the same percentage of a 20 to 28% earning on operating plant.

#### ORGANIZATION.

Our operation organization, the foundation of which was laid in the early part of 1912, reached a much advanced stage of development on January 1st, at which time methods and routines that had been gradually introduced, particularly throughout the latter part of 1914 and 1915 were made effective. The lines of authority of various officials and the powers and duties of their field and office forces are clearly defined. It is the duty of each departmental official to keep fully informed on all matters affecting the branch of the service over which his jurisdiction extends, to instil and inculcate into each of his subordinates the real value of whole-hearted team work and to assist each and every employee in gaining a clearer and more thorough knowledge of standard telephone methods and practices. In order to produce the much desired results, it is essential that each representative head of a department shall work as a unit, but that they and every employee shall co-operate in letter and in spirit with other employees in the transaction of the business of the system. Monthly reports of departmental costs will be prepared and it shall be the aim and duty of every official and employee to handle all matters in the most economical and efficient manner.

It has taken much time, hard work and untiring effort to introduce and inaugurate this organization and bring it to its present state of perfection. While the objects, aims and benefits of this new order of things were either not understood or not appreciated by some who would be directly affected thereby and obstacles were met with sometimes from the most unexpected quarters, I am pleased to say that the great majority of the officials and the office and field forces realized and appreciated the benefits that would accrue to the system and to themselves by the introduction of modern telephone methods and practices with respect to routine matters, the keeping of essential records—plant, accounting and statistical and all matters pertaining to the general conduct of a modern and standardized telephone system. I feel sure that the spirit and objects which prompted its introduction will permeate through every artery and vein of the system and be reflected in the service and dealings with our patrons as well as a benefit to the people of the whole province and I take this opportunity on behalf of the administration of expressing its appreciation to all those who assisted so whole heartedly and energetically in making the “transfer.”

Annual reports of the General Superintendent of Telephones and the Secretary of Railways are herewith submitted.

I have the honour to be, Sir,

Your obedient servant,

W. J. HARMER,

*Deputy Minister.*



EDMONTON, January 1st, 1916.

W. J. HARMER, Esq.,

*Deputy Minister of Railways and Telephones,*

Edmonton, Alberta.

SIR,—I beg to submit herewith Statistics compiled from the Reports of the Departmental Officials, for the year 1915:

## CONDENSED EARNINGS REPORT.

## REVENUE

Toll Earnings .....	\$391,845.40	
Exchange Rentals .....	444,093.55	
Rural Rentals .....	160,390.26	
Miscellaneous Earnings .....	52,212.47	
Gross Earnings .....	—————	\$1,048,541.68

## DISBURSEMENTS

		Accounts Payable	
Operation .....	\$352,020.48	\$ 30,760.53	
Maintenance .....	185,931.83	10,489.91	
Extraordinary Maintenance	8,335.62	.....	
	—————	—————	587,538.37
Net Earnings .....			\$461,003.31
Interest .....		\$380,859.40	
Sinking Fund .....		44,509.80	
		—————	425,369.20
Surplus Earnings .....			\$35,634.11
Less uncollectible accounts cleared .....			25,900.46
			—————
Earned Reserves .....			\$9,733.65
			—————

## STATEMENT OF CAPITAL EXPENDITURE

Stock, Tools, etc., on hand Jan. 1, 1915..	\$525,786.42	
Expenditure .....	462,965.60	
	—————	\$988,752.02

## PLANT ADDITIONS

Toll Lines .....	\$ 55,403.91	
Exchanges .....	191,645.48	
Rural Lines .....	357,699.15	
Buildings and Sites .....	20,004.05	
	—————	
	\$617,752.59	
Stock, tools, etc., on hand, Dec. 31, 1915..	370,999.43	
	—————	\$988,752.02



## TOTAL CAPITAL EXPENDITURE AND VALUE OF OPERATING PLANT

Toll Lines .....	\$2,052,247.29	
Exchanges .....	3,650,088.49	
Rural Lines .....	2,599,005.77	
Buildings and Sites .....	319,995.88	
Vehicles .....	12,020.00	
Office Furniture and Fixtures .....	10,695.81	
Tools .....	14,290.80	
Supplies .....	356,708.63	
	<hr/>	\$9,015,052.67

## STATEMENT OF EARNINGS OF THE VARIOUS DIVISIONS OF THE PLANT.

	<i>Capitalization</i>	<i>Earnings</i>	<i>Percentage Earned</i>
Toll Lines .....	\$2,212,245.23	\$391,845.40	17.71
Exchanges .....	3,810,086.43	444,093.55	11.65
Rural Lines .....	2,599,005.77	160,390.26	6.17

## COMMERCIAL

### CONDENSED STATION REPORT

Exchange Subscribers' Lines .....	13,385
Exchange Extension Stations .....	944
Exchange P. B. X Stations .....	1,569
Attended Service Stations .....	187
Unattended Service Stations .....	105
Rural Subscribers' Stations .....	10,645
 Total .....	<hr/> 26,835

## STATEMENT OF EXCHANGES AND TOLL OFFICES IN THE PROVINCE

Number of Alberta Government Telephone Exchanges .....	183
Number of Alberta Government Telephone Toll Offices .....	151
Number of Alberta Government Telephone Exchange Stations .	16,190
Number of Alberta Government Telephone Rural Stations .....	10,645
Number of Connecting Farmer Companies .....	7
Number of Connecting Farmer Companies—Stations .....	157
Number of Other Connecting Systems .....	3
Number of Other Connecting Systems—Stations .....	7,903
 Total Stations .....	<hr/> 35,046



STATEMENT OF SUB-STATIONS AT EACH EXCHANGE AS AT  
DECEMBER 31ST, 1915

<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Acme .....	31	57	88
Airdrie .....	19	121	140
Alderson .....	23	..	23
Aldersyde .....	7	1	8
Alix .....	24	43	67
Ardrossan .....	1	11	12
Athabasca .....	66	30	96
Barons .....	39	111	150
Bashaw .....	23	45	68
Bassano .....	80	2	82
Bawlf .....	29	91	120
Beiseker .....	3	..	3
Bentley .....	5	79	84
Bittern Lake .....	2	2	4
Blackfalds .....	2	26	28
Blackie .....	27	88	115
Blairmore .....	183	..	183
Bon Accord .....	1	55	56
Botha .....	3	106	109
Bottrel .....	1	55	56
Bowden .....	18	23	41
Bow Island .....	39	..	39
Brant .....	8	..	8
Brocket .....	2	..	2
Brooks .....	23	..	23
Bruce .....	1	28	29
Bruderheim .....	10	29	39
Burdette .....	3	..	3
Calgary .....	8251	251	8502
Camrose .....	230	245	476
Canmore .....	27	1	28
Cardston .....	129	103	232
Carmanray .....	67	117	184
Carstairs .....	76	161	237
Castor .....	88	68	156
Cayley .....	16	63	79
Champion .....	51	102	153
Chauvin .....	12	..	12
Cheadle .....	5	29	34
Chin .....	2	..	2
Claresholm .....	119	144	263
Clive .....	23	121	144
Cluny .....	4	..	4
Clyde .....	2	16	18
Cochrane .....	45	158	203
Conjuring Creek .....	1	112	113



<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Consort .....	18	36	54
Cooking Lake .....	1	3	4
Coronation .....	73	38	111
Coutts .....	2	..	2
Cowley .....	6	105	111
Craigmyle .....	4	..	4
Crossfield .....	40	122	162
Czar .....	9	..	9
Daysland .....	56	111	167
Delburne .....	17	73	90
Delia .....	2	..	2
De Winton .....	3	..	3
Diamond City .....	9	5	14
Didsbury .....	101	218	319
Donalds .....	20	95	115
Drumheller .....	30	..	30
Edberg .....	1	78	79
Edmonton .....	..	622	622
Edson .....	47	..	47
Edwell .....	1	56	57
Entwistle .....	5	..	5
Erskine .....	18	29	47
Exshaw .....	3	..	3
Ferintosh .....	15	49	64
Fishburn .....	1	50	51
Fort Saskatchewan .....	114	185	299
Gadsby .....	24	48	72
Gleichen .....	87	95	182
Granum .....	41	102	143
Grassy Lake .....	17	..	17
Gull Lake .....	2	..	2
Halkirk .....	26	64	90
Hanna .....	68	..	68
Hardisty .....	46	93	139
Harmattan .....	1	45	46
Hastings Coulee .....	1	57	58
High River .....	193	179	372
Holden .....	20	112	132
Huxley .....	1	33	34
Innisfail .....	85	111	196
Innisfree .....	17	8	25
Iron Springs .....	1	53	54
Irricana .....	13	..	13
Irvine .....	23	..	23
Islay .....	15	58	73
Killam .....	51	147	198
Kitscoty .....	13	..	13
Kneehill Valley .....	1	19	20



<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Lacombe .....	157	210	367
Lac Ste. Anne .....	6	..	6
Lakeview .....	1	6	7
Lamont .....	41	33	74
Langdon .....	20	80	100
Leduc .....	78	105	183
Legal .....	3	38	41
Lethbridge .....	951	98	1052
Lloydminster .....	131	87	218
Lougheed .....	23	110	133
Macleod .....	251	101	355
Magrath .....	11	10	21
Manville .....	30	128	158
Markerville .....	1	37	38
Mayton .....	2	31	33
Medicine Hat .....	872	15	887
Meeting Creek .....	1	18	19
Merne .....	1	66	67
Milk River .....	10	8	18
Millet .....	20	84	104
Milnerton .....	1	50	51
Minburn .....	1	3	4
Mirror .....	18	43	61
Monarch .....	13	14	27
Monitor .....	11	..	11
Morinville .....	31	40	71
Morrin .....	3	..	3
Mundare .....	5	29	34
Munson .....	28	..	28
Namaka .....	3	..	3
Nanton .....	92	150	242
Nevis .....	2	14	16
New Dayton .....	1	56	57
New Norway .....	10	65	75
Nobleford .....	12	23	35
Ohaton .....	4	16	20
Okotoks .....	56	90	146
Olds .....	122	135	257
Onoway .....	1	21	22
Oxville .....	1	61	62
Pakan .....	2	..	2
Parkland .....	6	38	44
Penhold .....	8	17	25
Pincher Creek .....	119	151	270
Ponoka .....	63	220	283
Provost .....	47	52	99
Ranfurly .....	1	40	41
Raymond .....	62	25	87



<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Redcliff .....	62	..	62
Red Deer .....	..	68	68
Retlaw .....	22	63	85
Rimbey .....	7	60	67
Riviere Qui Barre .....	2	42	44
Rosenroll .....	2	..	2
Rumsey .....	2	..	2
Ryley .....	18	80	98
Scollard .....	2	..	2
Sedgewick .....	65	49	114
Shepard .....	3	..	3
Sion .....	1	24	25
Soda Lake .....	1	23	24
Springbank .....	3	38	41
Spring Coulee .....	2	8	10
St. Albert .....	28	80	108
Stavely .....	30	107	137
Stettler .....	145	47	192
Stirling .....	16	10	26
Stony Plain .....	28	63	91
St. Paul .....	25	..	25
Strathmore .....	52	75	127
Strome .....	47	125	172
Sunnyslope .....	1	23	24
Swalwell .....	6	..	6
Taber .....	148	60	208
Tees .....	1	43	44
Three Hills .....	28	63	91
Tofield .....	68	95	163
Trochu .....	35	54	89
Vegreville .....	154	53	207
Vermilion .....	149	135	284
Veteran .....	1	35	36
Viking .....	24	41	65
Vulcan .....	57	198	255
Wabamun .....	8	25	33
Wainwright .....	74	..	74
Warner .....	28	19	47
Westrose .....	1	20	21
Wetaskiwin .....	212	311	523
Youngstown .....	34	..	34
<i>Totals</i> .....	16,190	10,645	26,835



## LIST OF TOLL STATIONS AS AT DECEMBER 31ST, 1915

Alice Lake, Amisk, Andrew, Angle Lake, Banff, Barrhead, Battle Lake, Battle View, Beazer, Belvedere, Big Valley, Boundary Creek, Bow City, Howell, Brosseau, Brownsdale, Brunelles, Caldwell, Cadogan, Cairns, Carbon, Cereal Chahley, Chigwell, Chinook, Chipman, Coalhurst, Comrie, Cummings, Curlew, Currey, Dalroy, Dennisville, Dobson, Dorence, Downing, Dunmore, Dunstable, Duvernay, Eagle Butte, Earlie, Edgerton, Edwand, Elk Point, Elnora, Emery, Enchant, Fallis, Foremost, Gainford, Glenwoodville, Grainger, Greenshields, Hay Creek, Hazel Bluff, Heath, Highfield, Hillspring, Hughenden, Irma, Jarrow, Kananaskis, Keoma, Kimball, Kingman, Kinnondale, Kinsella, Kippenville, Lafond, Landonville, Larsen, Lathom, Lavoy, Lawton, Lewiston, Lomond, Lousana, Loyalist, Lucky Strike, Majorville, Manly, Manola, Masinasin, McKellar, Meanook, Mecheche, Metiskow, Milo, Morningside, Mortonmoor, Mountain View, Moyerton, Mulhurst, Naughton Glen, Neighborview, North Bank, Orvilton, Oyen, Pashley, Pekisko, Phillips, Pibroch, Picardville, Pine Creek, Police Coulee, Pulkrabek, Purple Springs, Queenstown, Ray, Red Willow, Ribstone, Richdale, Richardson, Rife, Rochester, Rodino, Rowley, Rossington, Saltaux, Scotstoun, Scotfield, Seba, Seven Persons, Seymour, Shandro, Sexton, Smiths, Southworth, Stanmore, St. Kilda, Suffield, Tawatinaw, Taylorville, Terrace Lake, Therein, Throne, Tollerton, Travers, Twining, Two Hills, Vanesti, Van Vleet, Verburg, Wahasto, Walsh, Wasel, Westlock, Whitla, Winnifred, Yeoford. (Total, 151).

## TOLL OFFICES OPENED DURING 1915.

Alice Lake, Battle View, Beazer, Boundary Creek, Bow City, Brownsdale, Cereal, Chinook, Dobson, Downing, Elnora, Enchant, Foremost, Highfield, Kinnondale, Lathom, Lomond, Meanook, Naughton Glen, Neighborview, Oyen, Pibroch, Police Coulee, Rodino, Sexton, St. Kilda, Taylorville, Terrace Lake, Travers, Twining, Van Vleet, Verburg.

## TOLL OFFICES CLOSED DURING 1915.

Barnwell, Gwynne, Halfway House, Tilley.

## TOLL OFFICES CHANGED TO EXCHANGES DURING 1915.

Beiseker, Brant, Bruce, Burdette, Craigmyle, Czar, Delia, Minburn, Morrin, Rumsey.

## ENGINEERING AND PLANT

Long distance construction was carried out as shown in the following schedule:

LINE		WIRE		POLES	
From	To	Composition	Miles	Class	Miles
Westlock to Pibroch	.....	No. 12 Iron	17.	C	8.
Vermilion to Battle View	.....	No. 12 Iron	8.18	C	4.09
Manville to Naughton Glen	....	No. 12 Iron	62.24	C	10.75
Minburn to Rodino	.....	No. 12 Iron	36.16	C	17.88
Provost to Sask. Boundary	.....	No. 12 Copper	26.64	B	5.44
Youngstown to Oyen	.....	No. 12 Copper	88.	A	45.63
		No. 12 Iron	32.		
Lousana to Swalwell	.....	No. 12 Copper	93.68	A	30.13
Cardston to Boundary Creek	....	No. 12 Iron	39.	C	8.25



LINE		WIRE		POLES	
From	To	Composition	Miles	Class	Miles
Kimball to Taylorville	.....	No. 12 Iron	15.26	C	7.44
Milk River to St. Kilda	.....	No. 12 Iron	45.16	C	22.58
Bow Island to Foremost	.....	No. 12 Iron	73.50	B	26.75
Retlaw to Bow City	.....	No. 12 Copper	76.50	B	54.25
		No. 9 Iron	36.		
Bordenave Extension	.....	No. 9 Iron	8.	C	4.
Downing Extension	.....	No. 9 Iron	9.5	C	4.75
			666.82		249.94

During 1915, 1248 miles of pole line and 4600 miles of wire were erected for Rural Lines at the following points:

Ardrossan, Alix, Acme, Bruce, Bawlf, Bashaw, Botha, Bowden, Bruderheim, Clive, Consort, Coronation, Castor, Calgary, Cochrane, Crossfield, Carstairs, Champion, Cardston, Claresholm, Czar, Daysland, Didsbury, Edmonton, Fort Saskatchewan, Ferintosh, Gadsby, Gleichen, Granum, Hardisty, Holden, High River, Huxley, Innisfree, Killam, Lacombe, Langdon, Lamont, Leduc, Loughed, Manville, Mayton, Morna, Millet, Minburn, Morinville, Mirror, New Norway, New Dayton, Nanton, Parkland, Ponoka, Provost, Olds, Ryley, Sedgewick, St. Albert, Stony Plain, Strathmore, Strome, Tees, Three Hills, Tofield, Vermilion, Veteran, Vulcan, Westeros, Wetaskiwin.

Installations at Acme, Bowden, Bawlf, Camrose, Calgary, Carstairs, Claresholm, Daysland, Didsbury, Elnora, High River, Granum, Lamont, Mayton, Olds, Ponoka and Stony Plain, consisting of 310 Rural subscribers, were not completed until January 1916.

Work was also carried out preparatory to transferring the rural subscribers at Springbank into the Calgary Exchange Area, and the rural subscribers at Ohaton and Rosenroll into the Camrose Exchange Area.

During the year 1915 in the Southern Division there were 2657 Exchange installations, 4528 Exchange take-outs, 824 Rural installations and 443 Rural take-outs. In the Northern Division there were 590 Exchange installations, 721 Exchange take-outs, 1320 Rural installations and 378 Rural take-outs. This makes a decrease of 2002 Exchange and an increase of 1323 Rural subscribers' stations for the Province.

In June the Magneto Exchange at Wetaskiwin was cut over to Central Energy equipment in the new Exchange building completed early in the year. A new Exchange building has now been completed at Camrose and a similar cut-over will take place there early in 1916.

Toll Offices and Exchanges were moved at the following points:

Athabasca, Beiseker, Bon Accord, Brunelles, Chauvin, Craigmyle, Didsbury, Delia, Grassy Lake, Edson, Hardisty, Innisfail, Islay, Kimball, Lac Ste. Anne, Lloydminster, Mirror, Morinville, Mulhurst, Nevis, Provost, Retlaw, Richdale, Sedgewick, Tollerton, Westeros.

A very severe sleet storm during the month of May entailed a great deal of maintenance work in the Southern Division.

Many re-arrangements were made in the Toll Lines to conform with the Toll Centre Checking System which was extensively introduced the latter part of the year.

A small exchange serving seven subscribers was built at Czar, and one serving nine subscribers was built at Brant.



## TRAFFIC

<i>General Statistics</i>	<i>December</i> 31, 1914	<i>December</i> 31, 1915		
Toll centres .....	2	30	Increase	28
Tributary offices (toll offices and exchanges) checked by toll centres .....	29	110	Increase	141
Total check direct offices .....	275	161	Decrease	114
First-class (pay roll) offices .....	31	35	Increase	4
Offices giving continuous service..	37	38	Increase	1
Number of "other line" offices in Alberta connecting with this system .....	4	4		
Number of "Kootenay Tel. Lines Ltd." offices connecting with this system .....	35	35		
Number of "Sask. Govt. Tels." offices connecting with this system .....	22	53	Increase	31
Total number of places (cities, towns and hamlets) in Alberta having Alberta Government telephone connection .....	550	592	Increase	42
Total number of "out" toll tickets handled for 12 months .....	1285807	1331875	Increase	46068
"Out" toll ticket percentage increase 1915 over 1914 .....			Increase	3.58
Average daily number of "out" toll tickets handled .....	3523	3649	Increase	26
Total number of departmental telegrams handled per year over the Simplex circuits ...	5702	4827	Decrease	875
Offices using Morse service for departmental business .....	2	2		
*Average number of calls per station per day .....	5.13	5.09	Decrease	.04
Number of Phantom L. D. lines..	12	14	Increase	2
Number of Part Phantom L. D. lines .....	8	9	Increase	1
Number of Grd. Phantom L. D. lines .....	..	2	Increase	2
Number of Physical L. D. lines..	119	121	Increase	2
Number of Simplex telegraph lines	1	1		
Total number of L. D. lines ....	139	146	Increase	7
Phantom L. D. circuit mileage...	1031	1257	Increase	226
Grounded Phantom L. D. circuit mileage .....	..	60	Increase	60
Morse Simplex L.D. circuit mileage	199	199		
*Exclusive of Edmonton, Calgary, Lethbridge and Medicine Hat Automatic Exchange Subscribers.				



## REPORT OF LONG DISTANCE LINES TO DECEMBER 31st, 1915

Toll Line No.	From	To	Composition	Offices
* 1	Edmonton	Lacombe	No. 12 Copper	Edmonton, Wetaskiwin, Lacombe.
2	Lacombe	Rimbey	No. 12 Iron	Lacombe, Gull Lake, Bentley, Rimbey.
			No. 9 Iron	
X 3	Lethbridge	Cardston	No. 13 Copper	Lethbridge, Raymond, Spring Coulee, Cardston.
			No. 12 Copper	
* 4	Lethbridge	Coutts	No. 13 Copper	Lethbridge, Raymond, New Dayton, Warner, Milk River, Coutts.
			No. 12 Copper	
* 5	Calgary	Wetaskiwin	No. 12 Copper	Calgary, Lacombe, Wetaskiwin.
* 6	Calgary	Macleod	No. 12 Copper	Calgary, High River, Nanton, Stavely, Claresholm, Macleod.
7	Calgary	High River	No. 9 Iron	Calgary, De Winton, Okotoks, Aldersyde, High River.
* 8	Lethbridge	Blairmore	No. 12 Copper	Lethbridge, Macleod, Pincher Creek, Blairmore.
9	Calgary	Innisfail	No. 12 Copper	Calgary, Crossfield, Carstairs, Didsbury, Olds, Bowden, Innisfail.
			No. 9 Iron	
* 10	Calgary	High River	No. 12 Copper	Calgary, High River.
11	Lethbridge	Iron Springs	No. 12 Copper	Lethbridge, Diamond City, Iron Springs.
			No. 12 Iron	
* 12	Calgary	Macleod	No. 12 Copper	Calgary, High River, Nanton, Claresholm, Macleod.
13	Olds	Trochu	No. 9 Iron	Olds, Mayton, Curlew, Trochu.
P 14	Edmonton	St. Albert	Phantom	Edmonton, St. Albert.
15	Edmonton	Wetaskiwin	No. 9 Iron	Edmonton, Leduc, Millet, Wetaskiwin.
			No. 12 Iron	
16	Innisfail	Markerville	No. 9 Iron	Innisfail, Markerville.
17	Innisfail	Lakeview	No. 9 Iron	Innisfail, Kneehill Valley, Milnerton, Lakeview.



* 18	Edmonton	Wetaskiwin	No. 12 Copper No. 9 Iron	Edmonton, Leduc, Wetaskiwin.
19	Wainwright	Chauvin	No. 12 Copper	Wainwright, Greenshields, Heath, Edgerton, Ribstone, Chauvin.
20	Edmonton	Wabamun	No. 9 Iron	Edmonton, Stony Plain, Manly, Onoway, Lac Ste. Anne, Wabamun.
* 21	Edmonton	Vegreville	No. 12 Copper	Edmonton, Lamont, Chipman, Mundare, Vegreville.
PP 22	Wetaskiwin	Provost (Sask. Boundary)	No. 10 Copper No. 12 Copper Phantom	Wetaskiwin, Camrose, Hardisty, Amisk, Hughenden, Czar, Metiskow, Cairns, Cadogan, Provost.
23	Edmonton	Bon Accord	No. 9 Iron	Edmonton, Bon Accord.
24	Vegreville	Rife	No. 9 Iron	Vegreville, Richardson, Two Hills, Pulkrabek, Duvernay, Brosseau, Lafond, Brunelles, St. Paul, Elk Point, Dennisville, Orvilton, Rife, Therien.
25	Vegreville	Mortonmoor	No. 9 Iron	Vegreville, Soda Lake, McKellar, Andrew, Shandro, Wasel, Downing, Smiths, Pakan, Pine Creek, Chahley, North Bank, Edwand, Wahstao, Comrie, Mortonmoor.
* 26	Edmonton	Lloydminster	No. 12 Copper No. 10 Copper	Edmonton, Vegreville, Vermilion, Kitscoty, Lloydminster.
* 27	Lacombe	Coronation	No. 12 Copper	Lacombe, Stettler, Castor, Coronation.
28	Kitscoty	Vanesti	No. 12 Iron	Kitscoty, Terrace Lake, Earlie, Moyerton, Vanesti.
* 29	Lethbridge	Taber	No. 12 Copper No. 14 Copper	Lethbridge, Taber.
* 30	Calgary	Banff	No. 12 Copper No. 10 Copper	Calgary, Cochrane, Kananaskis, Exshaw, Cammore, Banff.
31	Red Deer	Edwell	No. 9 Iron	Red Deer, Edwell.
P 32	Edmonton	Morinville	Phantom	Edmonton, Morinville.
* 33	Calgary	Lethbridge	No. 10 Copper	Calgary, Lethbridge.
34	Camrose	Kingman	No. 12 Iron	Camrose, Kingman.



## REPORT OF LONG DISTANCE LINES TO DECEMBER 31st, 1915.—(Continued.)

Toll Line No.	From	To	Composition	Offices
P 35	Calgary .....	Banff .....	Phantom	Calgary, Banff.
36	Lethbridge .....	Coalhurst .....	No. 12 Iron	Lethbridge, Coalhurst.
37	Blairmore .....	B. C. Boundary ...	No. 12 Copper	Blairmore, Crow's Nest, Michel, Hosmer, Fernie, Cranbrook.
38	Pincher Creek .....	Fishburn .....	No. 12 Iron	Pincher Creek, Fishburn.
* 39	Edmonton .....	Camrose .....	No. 12 Copper	Edmonton, Wetaskiwin, Bittern Lake, Camrose.
N 40	Calgary .....	Lethbridge .....	No. 12 Copper	Calgary, High River, Brant, Vulcan, Champion, Carmangay, Lethbridge.
41	Cardston .....	Glenwoodville .....	No. 12 Iron	Cardston, Mountain View, Caldwell, Hillspring, Glenwoodville.
* 42	Edmonton .....	Wainwright .....	No. 12 Copper	Edmonton, Tofield, Viking, Phillips, Kinsella, Jar- row, Irma, Wainwright.
43	Leduc .....	Conjuring Creek ...	No. 9 Iron	Leduc, Conjuring Creek.
* 44	Edmonton .....	Lawton .....	No. 9 Iron	Edmonton, St. Albert, Ray, Riviere Qui Barre, Sey- mour, Sion, Dunstable, Belvedere, Lawton.
45	Didsbury .....	Three Hills .....	No. 9 Iron	Didsbury, Sunnyslope, Three Hills.
46	Cardston .....	Boundary Creek ...	No. 12 Iron	Cardston, Beazer, Boundary Creek.
47	Cardston .....	Taylorville .....	No. 12 Iron	Cardston, Kimball, Taylorville.
* 48	Calgary .....	Bassano .....	No. 12 Copper	Calgary, Strathmore, Namaka, Gleichen, Bassano.
PP* 49	Calgary .....	Castor .....	No. 12 Copper	Calgary, Lacombe, Stettler, Castor.
			Phantom	
50	Raymond .....	Magrath .....	No. 12 Copper	Raymond, Magrath.
51	High River .....	Pekisko .....	No. 9 Iron	High River, Pekisko.
52	Lloydminster .....	Oxville .....	No. 9 Iron	Lloydminster, Oxville.
P 53	Edmonton .....	Vegreville .....	Phantom	Edmonton, Vegreville.
54	Sedgewick .....	Merna .....	No. 9 Iron	Sedgewick, Merna.



55	Olds .....	Harmattan .....	No. 9 Iron	Olds, Harmattan.
* 56	Lethbridge .....	Medicine Hat .....	No. 12 Copper	Lethbridge, Taber, Bow Island, Medicine Hat.
57	Edmonton .....	Ardrossan .....	No. 12 Iron	Edmonton, Ardrossan.
58	Camrose .....	Edberg .....	No. 9 Iron	Camrose, New Norway, Edberg.
59	Daysland .....	Hastings Coulee .....	No. 9 Iron	Daysland, Hastings Coulee.
60	Medicine Hat .....	Eagle Butte .....	No. 12 Iron	Medicine Hat, Norton, Josephburg, Elkwater, Eagle Butte.
* 61	Edmonton .....	Calgary .....	No. 10 Copper	Edmonton, Calgary.
* 62	Calgary .....	Lethbridge .....	No. 10 Copper	Calgary, Lethbridge.
PP 63	Calgary .....	Macleod .....	Phantom	Calgary, High River, Cayley, Nanton, Parkland, Stavely, Claresholm, Macleod.
64	Lacombe .....	Innisfail .....	No. 9 Iron	Lacombe, Blackfalds, Red Deer, Penhold, Innisfail.
* 65	Edmonton .....	Olds .....	No. 9 Iron	Edmonton, Wetaskiwin, Lacombe, Red Deer, Innisfail, Olds.
* 66	Calgary .....	Olds .....	No. 9 Iron	Calgary, Didsbury, Olds.
* 67	Edmonton .....	Lamont .....	No. 12 Copper	Edmonton, Bruderheim, Lamont.
* 68	Edmonton .....	Entwistle .....	No. 12 Iron	Edmonton, Wabamun, Fallis, Seba, Gainford, Entwistle.
69	Medicine Hat .....	Bassano .....	No. 12 Copper	Medicine Hat, Bowell, Suffield, Alderson, Brooks, Lathom, Bassano.
70	Medicine Hat .....	Swift Current, Sask.	No. 10 Copper	Medicine Hat, Pashley, Irvine.
			No. 12 Copper	Walsh (Alta.) and Maple Creek, Piapot, Tompkins, Carmichael, Gull Lake, Antelope, Webb, Beverley, Swift Current (Sask.)
* 71	Edmonton .....	Morinville .....	No. 12 Copper	Edmonton, St. Albert, Morinville.
PP 72	Calgary .....	Blairmore .....	No. 6 Iron	Calgary, Macleod, Pincher Creek, Blairmore.
			Phantom	
			No. 12 Copper	



## REPORT OF LONG DISTANCE LINES TO DECEMBER 31st, 1915.—(Continued.)

Toll Line No.	From	To	Composition	Offices
* 73	Calgary .....	Blackie .....	No. 12 Copper No. 12 Iron	Calgary, High River, Blackie.
74	Calgary .....	Strathmore .....	No. 12 Iron	Calgary, Shepard, Langdon, Cheddar, Strathmore.
P 75	Calgary .....	Strathmore .....	Phantom	Calgary, Strathmore.
P 76	Lethbridge .....	Raymond .....	Phantom	Lethbridge, Raymond.
77	Taber .....	Chin .....	No. 12 Iron	Taber, Chin.
P 78	Lethbridge .....	Bow Island .....	Phantom	Lethbridge, Taber, Purple Springs, Grassy Lake, Burdette, Bow Island.
79	Medicine Hat .....	Bow Island .....	No. 12 Copper No. 12 Iron	Medicine Hat, Seven Persons, Whitla, Winnifred, Bow Island.
80	Edmonton .....	Cooking Lake .....	No. 12 Iron	Edmonton, Cooking Lake.
* 81	Edmonton .....	Stettler .....	No. 12 Copper	Edmonton, Camrose, Edberg, Meeting Creek, Do- nalda, Red Willow, Stettler.
P 82	Edmonton .....	Viking .....	Phantom	Edmonton, Tofield, Ryley, Holden, Bruce, Viking.
* 83	Calgary .....	Stettler .....	No. 12 Copper No. 12 Copper Phantom	Calgary, Lacombe, Stettler.
84	Calgary .....	Medicine Hat .....	No. 8 Copper	Calgary, Medicine Hat.
* 85	Calgary .....	Bassano .....	No. 12 Copper	Calgary, Gleichen, Bassano.
86	Calgary .....	Carbon .....	No. 12 Copper No. 9 Iron	Calgary, Langdon, Dalroy, Keoma, Irricana, Beise- ker, Acme, Grainger, Carbon.
87	Gleichen .....	Majorville .....	No. 12 Iron	Gleichen, Cluny, Queenstown, Milo, Majorville.
88	Raymond .....	Stirling .....	No. 12 Copper	Raymond, Stirling.
89	Calgary .....	Airdrie .....	No. 12 Iron	Calgary, Airdrie.
90	Calgary .....	Didsbury .....	No. 12 Copper	Calgary, Carstairs, Didsbury.
* 91	Calgary .....	Red Deer .....	No. 12 Copper	Calgary, Innisfail, Red Deer.



* 92	Edmonton	.....	Calgary	.....	No. 10 Copper	Edmonton, Calgary.
P 93	Edmonton	.....	Calgary	.....	Phantom	Edmonton, Calgary.
* 94	Lethbridge	.....	Macleod	.....	No. 12 Copper	Lethbridge, Macleod.
95	Lethbridge	.....	Macleod	.....	No. 12 Iron	Lethbridge, Monarch, Macleod.
					No. 12 Copper	
96	Pincher Creek	.....	Brocket	.....	No. 9 Iron	Pincher Creek, Brocket.
tor	Provost, Alta.	.....	Rosetown, Sask.	...	No. 12 Iron	Macklin, Primate, Denzil, Salvador, Lusseland, Ker-
ov'l					No. 12 Copper	robert, Doddsland, Druid, Plenty, Stranraer, Her-
D. 96					No. 12 Iron	schel, Anglia, Rosetown, Saskatoon, Wilkie.
97	Pincher Creek	.....	Cowley	.....	No. 12 Iron	Pincher Creek, Cowley.
P 98	Macleod	.....	Pincher Creek	.....	Phantom	Macleod, Pincher Creek.
P 99	Edmonton	.....	Stony Plain	.....	Phantom	Edmonton, Stony Plain.
100	Lacombe	.....	Stettler	.....	No. 12 Iron	Lacombe, Chigwell, Olive, Tees, Alix, Nevis, Er-
					No. 12 Copper	skine, Stettler.
101	Stettler	.....	Castor	.....	No. 12 Iron	Stettler, Botha, Gadsby, Halkirk, Castor.
102	Macleod	.....	Clareholm	.....	No. 12 Copper	Macleod, Granum, Claresholm.
103	Calgary	.....	Bottrel	.....	No. 9 Iron	Calgary, Springbank, Cochrane, Bottrel.
					No. 12 Copper	
					No. 12 Iron	
104	Camrose	.....	Daysland	.....	No. 12 Iron	Camrose, Ohaton, Rosenroll, Bawlf, Daysland.
105	Camrose	.....	Hardisty	.....	No. 12 Copper	Camrose, Daysland, Sedgewick, Loughheed, Har-
					No. 12 Iron	disty.
106	Camrose	.....	Sedgewick	.....	No. 10 Copper	Camrose, Daysland, Strone, Killam, Sedgewick.
					No. 12 Iron	
107	Edmonton	.....	Wetaskiwin	.....	Phantom	Edmonton, Wetaskiwin.
108	Vegreville	.....	Vermilion	.....	No. 12 Iron	Vegreville, Lavoie, Ranfurly, Innisfree, Minburn, Manville, Vermilion.
109	Taber	.....	Bow City	.....	No. 12 Iron	Taber, Retlaw, Enchant, Travers, Lemond, Kinnon-
						dale, Bow City.
110	Vermilion	.....	Islay	.....	No. 12 Iron	Vermilion, Islay.



## REPORT OF LONG DISTANCE LINES TO DECEMBER 31st, 1915.—(Continued.)

Toll Line No.	From	To	Composition	Offices
111	Camrose .....	Alix .....	No. 12 Copper No. 9 Iron	Camrose, New Norway, Ferintosh, Dorenee, Bawshaw, Mirror, Alix.
112	Milk River .....	Lucky Strike .....	No. 12 Iron	Milk River, Allerston, Masinasin, Kippenville, Lucky Strike, Verburg, Sexton, Police Coulee, St. Kilda.
*113	Calgary .....	Lacombe .....	No. 12 Copper	Calgary, Beiseker, Acme, Swalwell, Twining, Three Hills, Trochu, Huxley, Elora, Lousana, Delburne, Alix, Lacombe.
*114	Calgary .....	Stettler .....	No. 12 Copper	Calgary, Beiseker, Drumbeller, Munson, Morrin, Rowley, Rumsey, Scollard, Big Valley, Stettler.
115	Camrose .....	Vegreville .....	No. 12 Copper	Camrose, Tofield, Vegreville.
*116	Edmonton .....	Athabasca .....	No. 12 Copper	Edmonton, Clyde, Tawatinaw, Rochester, Lewiston, Meanook, Athabasca.
*117	Edmonton .....	Barrhead .....	No. 12 Copper No. 12 Iron No. 9 Iron	Edmonton, Legal, Hay Creek, Clyde, Westlock, Pibroch, Pickardville, Hazel Bluff, Rossington, Southworth, Manola, Barrhead.
118	Lethbridge .....	Carmanagay .....	No. 12 Copper	Lethbridge, Nobleford, Barons, Carmanagay.
P119	Lethbridge .....	Macleod .....	Phantom	Lethbridge, Macleod.
GP120	Cardston .....	Spring Coulee .....	Grd. Phantom	Cardston, Spring Coulee.
121	Wetaskiwin .....	Yeoford .....	No. 12 Iron	Wetaskiwin, Westeros, Battle Lake, Yeoford.
122	Medicine Hat .....	Redcliff .....	No. 12 Iron	Medicine Hat, Redcliff.
*123	Edmonton .....	Fort Saskatchewan .....	No. 12 Copper	Edmonton, Fort Saskatchewan
P124	Edmonton .....	Fort Saskatchewan .....	Phantom	Edmonton, Fort Saskatchewan.
M125	Edmonton .....	Calgary .....	Morse	No intermediate offices, simplexed on L.D. 61 & 92.



*126	Edmonton	Wabamun	No. 12 Copper	Edmonton, Stony Plain, Wabamun.
P127	Edmonton	Leduc	Phantom	Edmonton, Leduc.
128	Manville	Saltaux	No. 12 Iron	Manville, Scotstoun, Saltaux.
129	Vermilion	Wainwright	No. 12 Iron	Vermilion, Currey, Larsen, Cummings, Battleview, Wainwright.
130	Millet	Mulhurst	No. 12 Iron	Millet, Mulhurst.
131	Minburn	Rodino	No. 12 Iron	Minburn, Alice Lake, Rodino.
132	Coronation	Monitor	No. 12 Copper	Coronation, Throne, Veteran, Loyalist, Consort, Monitor.
PP133	Calgary	Acme	Phantom No. 9 Iron	Calgary, Carstairs, Acme.
*134	Calgary	Banff	No. 12 Copper	Calgary, Cochrane, Exshaw, Carmore, Banff.
P135	Calgary	High River	Phantom	Calgary, High River.
136	Manville	Naughton Glen	No. 12 Iron	Manville, VanVleet, Naughton Glen.
*137	Lethbridge	Raymond	No. 12 Copper	Lethbridge, Raymond.
138	Medicine Hat	Redcliff	No. 12 Copper	Medicine Hat, Redcliff.
139	Bow Island	Foremost	No. 12 Iron	Bow Island, Brownsdale, Highfield, Neighborview, Foremost.
G P 140	High River	Vulcan	Grd. Phantom	High River, Brand, Vulcan.
PP141	Calgary	Hanna	Phantom	Calgary, Drumbeller, Munson, Meechee, Delia, Craignyle, Hanna.
142	Hanna	Oyen	No. 10 Copper No. 10 Copper	Hanna, Richdale, Stannore, Scotfield, Youngs- town, Chinook, Cereal, Oyen.
146	Vermilion	Angle Lake	No. 12 Copper No. 12 Iron	Vermilion, Landonville, Angle Lake.



REPORT OF LONG DISTANCE LINES TO DECEMBER 31st, 1915.—(Continued.)

Toll Line No.	From	To	Composition	Offices
147	Wetaskiwin .....	Lacombe .....	No. 12 Iron	Wetaskiwin, Ponoka, Morningside, Lacombe.
148	Clareholm .....	Carmanagay .....	No. 9 Iron No. 12 Iron No. 12 Copper	Clareholm, Barons, Carmanagay.

- M Used for Morse (Simplex).
- \* Used to form Phantom Circuit.
- PP\* Part Phantom. Physicals also used to post other phantoms.
- X Used to post Grounded Phantom.
- P Phantom.
- PP Part Phantom.
- GP Grounded Phantom.

Respectfully submitted,  
W. R. PEARCE,  
General Superintendent.

EDMONTON, January 18th, 1916.

W. J. HARMER, ESQ.,

*Deputy Minister of Railways and Telephones,*  
Edmonton, Alberta.

SIR,—I have the honour to submit herewith the Fourth Annual Report of the Railways Branch of the Department of Railways and Telephones:

The policy of retrenchment which had been formulated by the Canadian railway companies on the outbreak of the great war, was continued to a large extent during 1915. The London money market remained closed to them for funds for new construction work, and railway earnings were at such a low ebb during the major portion of the year that the railways were able to undertake very little betterment work. These earnings were very much increased by the movement of the western grain crop beginning in October, but this was too late in the year to affect the railway construction programme.

The statement of earnings given below illustrates the comparative financial position of two of Canada's transcontinental lines during 1914 and 1915:

*Canadian Pacific Railway.*

	1914	1915	† Increase ‡ Decrease
January . . . . .	\$7,719,000	\$5,908,000	†\$1,811,000
February . . . . .	7,365,000	6,503,000	† 862,000
March . . . . .	9,298,000	7,700,000	† 1,598,000
April . . . . .	9,431,000	7,164,000	† 2,267,000
May . . . . .	9,533,000	6,996,000	† 2,537,000
June . . . . .	9,560,000	6,990,000	† 2,570,000
July . . . . .	10,041,000	7,447,000	† 2,594,000
August . . . . .	9,532,000	7,914,000	† 1,618,000
September . . . . .	10,479,000	9,950,000	† 484,000
October . . . . .	9,152,000	13,311,000	† 4,159,000
November . . . . .	7,823,000	13,114,000	† 5,291,000
*December . . . . .	7,321,000	13,224,000	† 5,923,000

\*Estimated.

*Canadian Northern Railway.*

	1914	1915	† Increase ‡ Decrease
January . . . . .	\$1,571,000	\$ 950,800	†\$ 621,100
February . . . . .	1,324,600	1,105,100	† 219,500
March . . . . .	1,533,300	1,379,000	† 154,300
April . . . . .	1,610,000	1,429,000	† 181,000
May . . . . .	1,641,600	1,193,900	† 447,700
June . . . . .	1,655,300	1,174,300	† 481,000
July . . . . .	1,593,400	1,206,100	† 387,300
August . . . . .	1,367,700	1,192,500	† 175,200
September . . . . .	2,109,900	2,014,600	† 95,300
October . . . . .	2,578,300	3,678,500	† 1,100,200
November . . . . .	2,228,000	3,535,200	† 1,307,200
*December . . . . .	1,329,100	3,532,100	† 2,203,000

\*Estimated.



In view of the facts above set out, the fact that Alberta secured 326 miles of new railway during 1915 is very gratifying. The mileage is made up as follows:

Canadian Pacific Railway .....	22 miles
Canadian Northern Railway .....	59 miles
Edmonton, Dunvegan & B. C. Railway...	97 miles
Alberta & Great Waterways Ry. ....	100 miles
Central Canada Railway .....	48 miles
	----
Total.....	326 miles
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The districts through which this new railway mileage runs, are districts, which without exception, were heretofore badly in need of marketing facilities. Amongst others might be mentioned the territory in the extreme southeast of the province, again—the country to the northwest, the Peace River District. With regard to the latter, the linking up of Peace River navigation by railway with Edmonton marks an epoch in the history of the development of the “Last Great West.”

With the exception of the 22 miles of railway built by the Canadian Pacific Railway, the total construction secured during 1915 was on guaranteed lines, viz., 304 miles, or, in other words, had railway guarantees not been given, Alberta might only have had 22 miles of new railway built in 1915. On the contrary, however, you will find by reference to Schedule “B,” Railway Mileages of the Western Provinces, attached, that Alberta secured more new railway during 1915 than the other western provinces together.

Although the legislature has authorized the guarantee of bonds on 3,471.87 miles of railway, guarantee has only been executed on 2,535.97 miles. Consequently the liability of the province on its guarantees only extends to the latter mileage, namely 2,535.97 miles. Of this mileage, the following construction has been accomplished:

<i>Railway</i>	<i>Steel</i>	<i>Additional Grade</i>
Canadian Northern Railway .....	776 miles	233.57 miles
Grand Trunk Pacific Railway .....	259	
Edmonton, Dunvegan & B. C. Ry. ....	337	13
Alberta & Great Waterways Ry. ....	175	116
Central Canada Railway .....	48	1
Lacombe & Blindman Valley Elec. Ry.		37
	----	-----
Total at December 31st, 1915 ....	1,595 miles	400.57 miles
	----	-----

The total construction shown on the above statement, namely, 1,595 miles of completed railway, and 400.57 miles of additional grade, amounts to over 70 per cent of the entire executed guaranteed mileage.

For fuller information, I append a short paragraph on the activities of each company in connection with guaranteed lines:

*Edmonton, Dunvegan and British Columbia Railway.*

Guarantees have been authorized by the legislature on bonds covering 471 miles of railway as follows:

From Edmonton to the western boundary via McLennan and Spirit River, called the "Main Line," a distance of 411 miles.

From Spirit River to Grand Prairie, called the "Grand Prairie Branch," a distance of 60 miles.

Guarantees have only been executed, however, on 350 miles of the main line. There are 357 miles of grade on the main line and 50 miles on the Grand Prairie branch, while steel has reached Mile 337 on the main line.

*Alberta and Great Waterways Railway.*

Guarantee has been authorized and executed on 350 miles. On this line 291 miles have been graded, with steel to Mile 175.

*Central Canada Railway.*

Guarantees have been authorized by the legislature on bonds covering 114 miles of railway as follows:

From McLennan north to Peace River Crossing and thence westerly, called the "Peace River Branch," a distance of 100 miles.

From near Sucker Creek to Grouard, a distance of 14 miles.

Guarantee has been executed on the Peace River branch and bond issue has been made, but which by statutory authority is held in trust by the province to secure loan made to the company; additional security is also held in the form of a guarantee of repayment by the Edmonton, Dunvegan & British Columbia Railway. This loan is paid to the company on government engineer's certificates up to 80 per cent. of the cost of the work done. When the line was first surveyed, the only practicable route was thought to be via the Hart River Valley, estimated to cost in the neighborhood of \$2,500,000. Before construction commenced on this portion of the line, however, engineers reported a practicable route via the Smoky River Valley, estimated to cost about \$1,250,000. This line was adopted and has been practically completed to Peace River Crossing, the result being that funds are available for construction of the line beyond the Peace River without new financial arrangements. Grade has been constructed on 49 miles of this line, with steel to Mile 48.

*Canadian Northern Railway.*

Work proceeded during the year on the Calgary southerly lines. Up to the end of 1915, 67.78 miles had been graded.



*Canadian Northern Western Railway.*

Work proceeded on two branch lines of this company during 1915. On the Camrose south-east line 56.49 miles of steel were laid, and on the Oliver north-east branch 86.02 miles were graded. It was expected that considerably more work would be done on the latter line, particularly in connection with the laying of steel, but the claim is made by the railway company that although steel was ordered early in the year, the steel mills have been unable to turn it out, precedence being given by them to the steel requirements of munitions manufacturers on war orders.

While it is admitted that there are districts in the province through which railway guarantees have been authorized, which are still badly in need of railway facilities, and some guaranteed branch lines on which construction has commenced, but on which progress has been exceedingly disappointing, nevertheless, taking the province as a whole and as compared with the other western provinces, the result has been decidedly satisfactory. It should be borne in mind for instance, that the giving of a guarantee to a railway company at the present time is not an "open sesame" to the money markets of the world. Railway companies in marketing their securities today would find it necessary to sell at a considerable sacrifice. Take for instance the guarantee authorized on the Grand Prairie branch; this has not been executed and the bonds are unsold, but the company has completed the grade of the whole line entirely by their own financing. Again, take the St. Paul de Metis line; although an extra guarantee was authorized by the legislature early in the year, the bonds for the extra \$5,000 per mile have not yet been sold, but still construction was in progress during the whole season.

Turning from the financial to the physical side of construction, it will be remembered that the early summer of 1915 was ideal crop weather, but much too wet for rapid railway construction. With the exception of the Fort McMurray and Peace River lines, contractors were really unable to get down to work until about the middle of July.

Bearing these facts in mind, the province of Alberta from the point of view of railway construction achievement is in a very satisfactory position and the prospect of the realization of an equal amount during 1916 would be a source of great gratification.

I submit herewith:

Schedule A.—Statement of Railway Mileages 1905 to 1915.

Schedule B.—Statement of Railway Mileages of the Western Provinces, 1914-1915.

Schedule C.—Statement of Guaranteed Railway Securities authorized by the Provincial Legislature.

Schedule D.—Statement of Guaranteed Railway Securities authorized by the Provincial Legislature and executed by the Government.

I have the honour to be, Sir,

Your obedient servant,

NORMAN L. HARVEY,

*Secretary.*

## SCHEDULE "A"

## STATEMENT OF RAILWAY MILEAGES, 1905—1915.

			<i>Total Mileage</i>
1905	Canadian Pacific Railway .....	1060	1060
1906	Canadian Pacific Railway .....	1061	
	Canadian Northern Railway .....	178	1239
1907	Canadian Pacific Railway .....	1106	
	Canadian Northern Railway .....	220	1326
1908	Canadian Pacific Railway .....	1106	
	Canadian Northern Railway .....	220	
	Grand Trunk Pacific Railway .....	40	1366
1909	Canadian Pacific Railway .....	1156	
	Canadian Northern Railway .....	220	
	Grand Trunk Pacific Railway .....	129	1505
1910	Canadian Pacific Railway .....	1269	
	Canadian Northern Railway .....	220	
	Grand Trunk Pacific Railway .....	293	1782
1911	Canadian Pacific Railway .....	1387	
	Canadian Northern Railway .....	329	
	Grand Trunk Pacific Railway .....	384	2100
1912	Canadian Pacific Railway .....	1480	
	Canadian Northern Railway .....	912	
	Grand Trunk Pacific Railway .....	638	
	Edmonton, Dunvegan & B. C. Ry.....	25	3055
1913	Canadian Pacific Railway .....	1638	
	Canadian Northern Railway .....	1171	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B. C. Ry.....	131	3647
1914	Canadian Pacific Railway .....	1887	
	Canadian Northern Railway .....	1188	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B. C. Ry.....	240	
	Alberta & Great Waterways Ry.....	75	4097
1915	Canadian Pacific Railway .....	1909	
	Canadian Northern Railway .....	1247	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B. C. Ry.....	337	
	Alberta & Great Waterways Ry.....	175	
	Central Canada Railway .....	48	4423



## SCHEDULE "B"

STATEMENT OF RAILWAY MILEAGES OF THE WESTERN  
PROVINCES, 1914--1915.

## ONTARIO

*(West of Port Arthur)*

	December 31st. 1914		December 31st. 1915	
Canadian Pacific Railway .....	337		339	
Canadian Northern Railway ... ..	350		350	
Grand Trunk Pacific Railway ....	189	876	*189	878

## MANITOBA

Canadian Pacific Railway .....	1708		1724	
Canadian Northern Railway .....	1993		2006	
Grand Trunk Pacific Railway ....	213		213	
Great Northern Railway .....	238		238	
Hudson Bay Railway .....	197	4349	242	4423

## SASKATCHEWAN

Canadian Pacific Railway .....	2763		2765	
Canadian Northern Railway .....	2099		2184	
Grand Trunk Pacific Railway ....	1135	5997	1135	6084

## ALBERTA

Canadian Pacific Railway .....	1887		1909	
Canadian Northern Railway .....	1188		1247	
Grand Trunk Pacific Railway ....	707		707	
Edmonton, Dunvegan & B. C. Ry.	240		337	
Alberta & Great Waterways Ry....	75		175	
Central Canada Railway .....		4097	48	4423

## BRITISH COLUMBIA

Canadian Pacific Railway .....	1407		1350	
Canadian Northern Railway .....	454		499	
Grand Trunk Pacific Railway ....	705		705	
Great Northern Railway .....	420		445	
Pacific & Great Eastern Ry. ....	112		180	
Kettle Valley Railway .....	186	3284	256	3435

18,603

19,243

\*Now Canadian Government Railways.

## SCHEDULE "C"

STATEMENT OF GUARANTEED RAILWAY SECURITIES  
AUTHORIZED BY THE PROVINCIAL  
LEGISLATURE

## CANADIAN NORTHERN RAILWAY

<i>Line of Railway</i>	<i>Guarantee per mile</i>	<i>Mileage Guaranteed</i>
From Strathcona via Camrose and Calgary to Lethbridge .....	\$15,000	355
From Camrose to Vegreville .....	15,000	45
From crossing of second above line and Little Bow River, south via Macleod to International Boundary .....	15,000	110
From near Macleod to Western Boundary..	15,000	65
From near Cardston to Western Boundary..	15,000	35
From Calgary via Cochrane to the east side of Rocky Mountain Park .....	15,000	50
From near Morinville easterly .....	15,000	40
From Morinville to Athabasca Landing ....	15,000	72.3
From Mile 175 of the Goose Lake line to Munson .....	15,000	127.5

## CANADIAN NORTHERN WESTERN RAILWAY

From Athabasca Landing to Fort McMurray	15,000	175
From first above line east to Lac La Biche	15,000	40
From Athabasca Landing north of Lesser Slave Lake to Peace River Crossing..	15,000	100
From Onoway northwest to Pine River Pass	20,000	250
From Oliver northeast to St. Paul de Metis	18,000	100
From Bruderheim, via Vermilion, Wainwright and Medicine Hat to International Boundary, with a branch northwest of Vermilion to Eastern Boundary .....	13,000	200
From Calgary northwest to Brazeau line....	13,000	100
From Camrose to Alsask .....	13,000	80
From Strathcona southwest via Cochrane to Pincher Creek .....	15,000	100
From Blackfalds to Goose Lake line .....	13,000	118.5
From Blackfalds west to Brazeau River ...	25,000	114.07

## GRAND TRUNK PACIFIC BRANCH LINES COMPANY

From Tofield to Calgary .....	15,000	201.5
From Bickerdike southwesterly .....	20,000	58

## EDMONTON, DUNVEGAN &amp; BRITISH COLUMBIA RAILWAY

From Edmonton northwest via Dunvegan to Western Boundary .....	20,000	411
From Spirit River to Grand Prairie .....	20,000	60



SCHEDULE "C"—*Continued*

ALBERTA & GREAT WATERWAYS RAILWAY

From Edmonton to Fort McMurray . . . . .	\$20,000	350
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CENTRAL CANADA RAILWAY

From Edmonton, Dunvegan & B. C. Rail- way north . . . . .	20,000	114
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Total . . . . .		<u>3,471.87</u>
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SCHEDULE "D"

STATEMENT OF GUARANTEED RAILWAY SECURITIES  
AUTHORIZED BY THE LEGISLATURE AND EXECUTED  
BY THE PROVINCIAL GOVERNMENT

CANADIAN NORTHERN RAILWAY

<i>Line of Railway</i>	<i>Guarantee per mile</i>	<i>Mileage Guaranteed</i>	
From Strathcona via Camrose to Calgary . . . . .	\$15,000	230	Completed
From Camrose to Vegreville . . . . .	15,000	45	Completed
From Morinville to Athabasca Land- ing . . . . .	15,000	72.3	Completed
From Mile 175 of the Goose Lake line to Munson . . . . .	15,000	127.5	Completed
From Calgary to Lethbridge . . . . .	13,000	125	
From crossing of above line and Little Bow River, south via Macleod to International Boundary . .	13,000	110	
From near Macleod to the Western Boundary . . . . .	13,000	65	

CANADIAN NORTHERN WESTERN RAILWAY

From Blackfalds west to Brazeau River . . . . .	25,000	114.07	Completed
From Onoway northwest to Pine River Pass . . . . .	20,000	100	
From Oliver northeast to St. Paul de Metis . . . . .	18,000	100	
From Bruderheim via Vermilion, Wainwright and Medicine Hat to the International Boundary, with a branch northwest of Vermilion to Eastern Boundary	13,000	30	

SCHEDULE "D"—(*Continued*)

From Calgary northeast to Brazeau line .....	\$13,000	100
From Camrose to Alsask .....	13,000	80
From Strathcona via Cochrane to Pincher Creek .....	15,000	20
From Blackfalds to Goose Lake line	13,000	118.5

## GRAND TRUNK PACIFIC BRANCH LINES COMPANY

From Tofield to Calgary .....	15,000	201.5	Completed
From Bickerdike southwesterly ....	20,000	58	Completed

## EDMONTON, DUNVEGAN &amp; BRITISH COLUMBIA RAILWAY

From Edmonton northwest via Dun- vegan to Western Boundary..	20,000	350
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## ALBERTA &amp; GREAT WATERWAYS RAILWAY

From Edmonton to Fort McMurray	20,000	350
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## CENTRAL CANADA RAILWAY

From McLennan to Peace River and westerly .....	20,000	100
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## LACOMBE &amp; BLINDMAN VALLEY ELECTRIC RAILWAY

From Lacombe west .....	7,000	39.1
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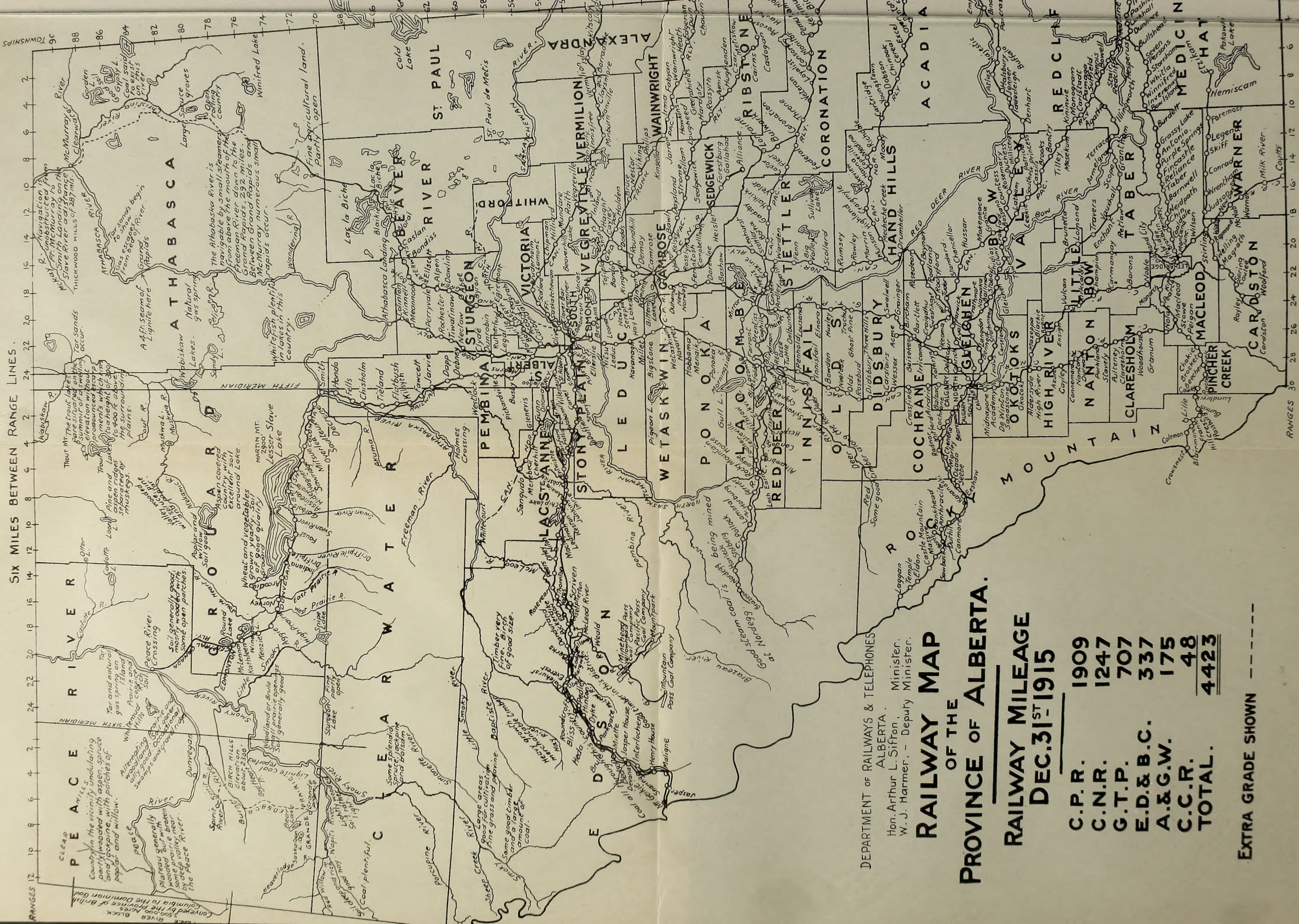
Total.....	2,535.97
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SIX MILES BETWEEN RANGE LINES.



DEPARTMENT OF RAILWAYS & TELEPHONES

ALBERTA.

Hon. Arthur L. Sifton, Minister.  
W. J. Harmer, Deputy Minister.

# RAILWAY MAP OF THE PROVINCE OF ALBERTA.

RAILWAY MILEAGE  
DEC. 31<sup>ST</sup> 1915

C.P.R.	1909
C.N.R.	1247
G.T.P.	707
E.D.&B.C.	337
A.&G.W.	175
C.C.R.	48
<b>TOTAL.</b>	<b>4423</b>

EXTRA GRADE SHOWN -----



